

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY

East Germany

DATE DISTR. 26 September 1955

SUBJECT

Status of Locomotives in East Germany

NO. OF PAGES

3

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PLACE
ACQUIREDNO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO.SUPPLE
REPORT

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THIS IS UNEVALUATED INFORMATION

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1. [REDACTED] the following numbers of steam locomotives were available in the GDR on 20 June 1955:

25X1

a. Serviceable Locomotives:

passenger train locomotives

701

701

~~freight train locomotives~~

1,900

1,900

~~tender locomotives~~

1,493

1,493

4,094

4,094

4,094 units

(Of these 4,094 units, 2,997 are serviceable locomotives, a further breakdown is made below)

(1) Park of operational locomotives for:

2,997 units

passenger trains

954

freight trains

1,091

light freight trains

51

shunting operations

637

miscellaneous purposes

264

2,997

2,997 units

(2) Reserve locomotives kept by:

Ministry of Traffic

144

RBDs

155

railroad maintenance shops (Bw)

523

822

Passenger train locomotives

90

~~Freight train locomotives~~

489

~~Tender locomotives~~

243

822

(3) Rented Locomotives

179

Temporarily deactivated

86

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4,094

55

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b. Damaged Locomotives:

1,475 units

under repair at RAW	793
under repair at Bw	453
awaiting repair	229
	<hr/>
	1, 475

passenger train locomotives

275
673
527
<hr/>
1, 475

1, 475

c. Park of Heavily Damaged Locomotives:

903 units

foreign-owned locomotives

706

d. Grand Total

6,472 units

1

2. The following information was obtained on 11 June 1955:

- a. The completed new type 65 locomotive has been returned to the Karl Marx Locomotive Factory at Babelsberg for major modifications in its design. After completion of this work, the locomotive will again be subjected to tests at the Engine Test Institute (NVA) in Halle. The locomotive disappointed designers and it is feared that it is a failure. The utilization of "sodaphos" (sodium phosphate) caused heavy damage to the regulator.
- b. The newly developed locomotive of type 83 rendered good service up to 800 HP. The maximum output of the locomotive is believed to be around 1,000 HP. The coal consumption of this type locomotive was higher than other locomotives of a comparable category. Moreover, defects on the regulator also occurred with the type 83 locomotive. It was therefore also returned to Babelsberg for elimination of this shortcoming. It was believed that the type 83 locomotive will become a usable locomotive.
- c. The feed-water heaters and mixers (Heisswasser - Mischvorwaermer) developed for the new type 65 and 83 locomotives were dismantled again from these locomotives because the water pump broke down after a short period of service. The pumps were replaced by the old-type preheater pumps.
- d. Two locomotives of the 25-series were under development at the Karl Marx Locomotive Factory at Babelsberg. One of the locomotives was designed for coal dust-firing, while the other was to be equipped with a mechanical coal charger.
- e. The construction of mobile measuring stations was making slow progress. The Central Technical Office of the railroad administration must import precision measuring sets from the West, because the measuring equipment built in the GDR are not up to requirements.

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- f. There are indications that RAW Berlin - Grunewald will be deactivated.³
- g. In early June 1955, Minister Lindemann⁴ and a Soviet colonel visited the Vehicle Test Institute. The Soviet officer stated that the rather primitive equipment of this installation was too expensive for Soviet conditions. It was rumored that the visit was connected with investigations of whether the manufacture of steam locomotives was to continue in the GDR or if it was not more economical to have these locomotives imported from Poland or Czechoslovakia.⁴

1. Comment. Compared with the last report 25X1
for the period ending on 15 May, total stocks of steam locomotives decreased by three units. The number of serviceable locomotives also decreased, while the number of non-serviceable locomotives increased. 25X1

Comment. Information on major defects on the newly developed types of locomotives

3. Comment. This RAW which is located in West Berlin has been scheduled for deactivation for some time. It is believed that this resolution was also taken for political reasons.
4. Comment. Heinrich Lindemann is deputy Minister of Railroads and also chief of the Main Administrations for RAWs and Tracks. 25X1

5. Comment. This incorrect total (4,094) submitted as received. 25X1

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(Of these 4,094 serviceable locomotives, a further breakdown is made below)

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Ministry of Traffic	144
RBDs	155
railroad maintenance shops (Bw)	523
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Passenger train locomotives	90
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Temporarily deactivated	86

4.094

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25X1

2. Comment. Information on major defects on the newly developed types of locomotives was furnished also by other sources.

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